

ESTABLISHED 1840.

MEMPHIS, TENN., SATURDAY, APRIL 13, 1889.

VOL. XLIX--NO. 76

ARE THEY LOST?

Seven Hundred Lives in Danger.

The Danish Steamer *Danmark* is Abandoned in Mid-Ocean.

She Carried 650 Passengers and About 100 in Her Crew.

The City of Chester Sights Her, but Finds the Ship

Deserted, Her Boats All Gone and in a Sinking Condition—The Question is, Has Her Human Freight Been Saved?

New York, April 12.—The following dispatch from London was received at the Maritime Exchange this morning:

"The steamer *Danmark*, from Christiana, was seen April 8, abandoned in mid-ocean."

The *Danmark* belongs to the Thingvall Line of steamers plying between this port and Copenhagen. She was formerly the *Jan Breydel*, of the White Cross Line. She is said to have had 650 passengers on board, mostly Scandinavians. Funch, Elye & Co., the agents of the company here, say that they place no reliance in the dispatch but have cabled to agents in London and Copenhagen for further information.

Report of the Wreck at Queenstown.
QUEENSTOWN, April 12.—The *Imman* Line steamer *City of Chester*, Capt. Bond, arrived here today. She reports that on April 8, in latitude 46 north, longitude 37 west, she passed the Danish steamer *Danmark*, from Christiana, Copenhagen, etc., for New York. The *Danmark* had been abandoned by her crew. Her stern was level with the sea, and her bow stood high out of the water. She was apparently sinking. The *Danmark* was a vessel of 2,600 tons, and belonged to the Thingvall Line. She was commanded by Capt. Knudsen. The *Danmark* was formerly the Belgian steamer *Jan Breydel*. She was a bark rigged vessel, and was 340 feet long, 49 feet in breadth and 26 feet deep. She was built at New Castle, England, in 1880.

Greatest Excitement in New York.
NEW YORK, April 12.—The greatest excitement prevails in shipping circles over the loss of the *Danmark*. The Thingvall Line is probably the largest immigrant line that plies between this port and Europe. The *Danmark* had on board when she left Christiana for New York, on the 29th of March, 650 passengers, presumably all immigrants, the captain, R. M. Knudsen, and the crew, numbering forty men. The office of the agents of the steamer, Funch, Elye & Co., No. 2 South Williams street, has been thronged with people all the morning anxiously inquiring for later news of the vessel. Mr. Elye, of the firm, does not credit the report. He has cabled his London agents and sought by wire for particulars from the Copenhagen branch of the firm.

The news spread rapidly down town, and among the first callers at the office of Funch, Elye & Co. was Morris Stover, a young farmer from somewhere in Massachusetts, who got here last night to await the arrival of the steamer upon which he and his wife and two children were to travel. Mr. Stover had taken passage. His grief was uncontrolled when Mr. Elye said that no contradictory dispatch had been received at night. The *Danmark* was formerly the freight steamer *Jan Breydel*, of the White Cross Line. Last fall Messrs. Funch, Elye & Co., who are the agents of the latter line, had the vessel put in condition for passenger traffic, rechristened her *Danmark* and transferred her to the Thingvall fleet. This was the vessel's first trip from the other side under her new colors. The reported disaster vividly recalls the collision of the steamship *Thingvall*, of the same line, last summer, by which many lives were lost.

THE AGENT INTERVIEWED.
The New York agent of the Thingvall Line this afternoon said: "We have here a cable dispatch to the effect that the *Danmark* left Christiana on March 29, on her first voyage under her new flag and name. She had been completely overhauled, and it was thought by all that she was the best of her fleet. There were on board of her at the time of her departure at least 700 people. Of these 650 were passengers. To manage and to look after the comfort of this large number of passengers there must have been at least sixty in the crew, and probably the number may have reached 100, or perhaps 125. There are therefore to be accounted for the lives of from 710 to 775 people. The *Danmark* is commanded by Capt. Knudsen, an old seaman, well known for his courage and presence of mind, and he is not the man to abandon a ship to the mercies of the waves when there is one chance in even 1,000 of getting her into port. And we do not believe that he has abandoned her. She may have been disabled, but we are very nearly certain that she has not been abandoned. We have taken steps to discover if there is truth in the story. At 10:30 o'clock this morning we sent off two cables. One was to the Lloyd's in London, asking for further particulars of the abandonment, if such were to be had, and also for the name of the ship that says she sighted the *Danmark* in such a condition. The second of the two cables was to the home office in Copenhagen, also asking for particulars and for advice and for the names of those 650 people who sailed on the *Danmark*. The position is one in which the *Danmark* is in a very serious position. There were a great number of life-boats enough for the great passenger list—and several new life-boats of the latest pattern and improvements which could have accommodated the crew and officers and

some of the passengers if there were not enough room in the life-boats for them.

SEEN BY THE CHESTER.

Further particulars of the sighting of the abandoned steamship *Danmark* by the *Imman* Line City of Chester have been slowly arriving since noon. The *Danmark* was rapidly sinking when the Chester saw her. The Chester had sighted her from a distance and had been struck by the apparent absence of any life on board. She had drawn near and investigated, and afterward moved out that no one was on board of the abandoned wreck. The Chester lay to and about for several hours. The stern of the *Danmark* was on a level with the sea. Her bow was far out of the water in the air. There were no visible signs of a collision. No wreckage was floating about. The boats were all gone from their davits and nothing in floating haste and panic was noticeable. After laying to near the wreck for some time the City of Chester proceeded.

No list of the passengers on board the ill-fated steamship is to be had in this city. Several people have called at the office of the agents asking for information of friends supposed to be on the *Danmark*, but all refused to give their names. Funch, Elye & Co. expect a passenger list by the Nord Deutscher Lloyd steamer *Aller*, due at this port tomorrow.

The elder arrived this morning and reached her dock after 1 o'clock this afternoon. The elder did not see anything of the *Danmark*, and he believes he was greatly surprised when told the particulars. No answers to the cables sent by Messrs. Funch, Elye & Co. to London and Copenhagen had been received at 2 o'clock this afternoon. The excitement is still very intense, and the agents are losing hope.

Some Hope Expressed.
NEW YORK, April 12, 1889.
To the General Manager of the New York Associated Press, No. 150 Broadway, New York:

Dear Sir—A summary of the comments on the reported loss of the Danish steamer *Danmark* express the apprehension that this disaster may have been accompanied by heavy loss of life, we beg to state, for the benefit of all persons who have friends on board the ill-fated boat, our belief to the contrary. When sighted by the City of Chester on Monday last, in latitude 45.55 north, longitude 47.16 west, the decks and the sails were in pieces, but the vessel was floating, and although the reporting steamer expressed the belief that she would shortly founder this did not occur during all the time that elapsed from the hour she was first sighted until lost sight of. The *Danmark* was floating directly in the track of the trans-Atlantic steamers, and he believes beyond peradventure the passengers and crew were taken off some time, possibly as far back as a couple of days before the City of Chester sighted the wreck, since the *Danmark* having left Christiana on the 24th of March must, under ordinary circumstances, have advanced considerably beyond the point where found in. If the wrecked passengers and crew had not been picked up, they would naturally, even if embarked in boats and on rafts, have remained in the neighborhood of the wreck. The presence of which would, much more likely, attract passing steamers than any boats or rafts would. The City of Chester evidently did not find the slightest wreckage near the vessel, such as might be attributable to smashed or otherwise incapacitated boats, whilst the steamer bore no sign whatever of human life. We confidently believe, therefore, that, with the possible exception of single casualties, such as may occur during the transfer of so many people from one vessel to another, the passengers and crew of the *Danmark* are safe, and will ere long be heard of as on board of one of the Atlantic steamers. Very respectfully,

FUNCH, ELYE & CO.,
General Agents Thingvall Steamship Line.

TORN AND DAMAGED.

A British Steamer That Felt the Late Storm on the Coast.

NORFOLK, Va., April 12.—The British steamer *Wyo* arrived in Hampton Roads yesterday. She was greatly damaged in the late storm. The Captain noted a protest with the British Vice-Consul here. The *Wyo* was bound from Philadelphia to Havana with a cargo of coal and passed out of the breakwater at 11:30 o'clock on the 6th inst. with a moderate breeze from east-northeast. At 8:30 o'clock p.m. the wind, which had been gradually increasing, blew a gale, continuing with terrific force during the night. The vessel's head was brought to the wind and the engines were slowed down. Early Sunday morning, the 7th inst., the wheel chains parted and the vessel fell off into the trough of the sea, taking water fore and aft and rolling furiously. The crew steering apparatus was as soon as possible put on, the heavy seas that broke on board, making this task a very difficult one. The vessel was then brought to the wind as before. She continued in this way for a few hours, when she shipped her stern and took a heavy sea, which washed away one of the men at the wheel and broke the wheel into two pieces. The man and the wreck of the wheel were sent against the after part skylight with great force, breaking the whole of the middle part. Water poured into the cabin from the cabin floor to let the water run into the hold. The captain's books, instruments, furniture and ship's stores were ruined. When the wheel broke the hands were called out. Before relieving tactics could be put on, the remaining part of the wheel was broken off, and the rudder thrashed across from side to side with heavy blows, breaking off both of the rudder's guards on the stern post and breaking the screw steering gear to pieces. While securing the litter, three able-bodied seamen were struck down by the sea and so injured as to be of no further service. Throughout the day the wind continued to increase until 5:30 o'clock p.m., when it blew with the force of a hurricane. At 5:45 o'clock a heavy sea struck the port life-boat and demolished it. During Sunday night the wind continued to blow with unabated violence and the vessel was almost smothered by heavy seas, which made a clean breast of her, sweeping off everything movable from the decks. Monday's experience was much the same as that of Sunday. The wind did not fall until 4 o'clock Tuesday morning, when the vessel steered for Chesapeake Bay, arriving at Hampton Roads yesterday morning.

A Steamer on the Rocks.
NEWPORT, R. I., April 12.—During a thick fog this morning the steamer *Conanicut*, running to Jamestown, ran ashore on

the rocks in the outer harbor, making a hole in her hull. The passengers were landed in the tug *Fairy*. A wrecking schooner has gone to her assistance.

THE HIGH GROUND.

Confederates Who Would Not Receive Assistance From the North.

NASHVILLE, Tenn., April 12.—Frank Cheatham Bivonne Confederate Veterans at a meeting tonight passed the following resolution: That the members of Frank Cheatham Bivonne have seen with great regret and mortification that certain organizations, purporting to represent Confederate soldiers in the South, have sent committees to the North to beg aid for the support of indigent Confederate soldiers. While we fully appreciate any proper expressions of sympathy from the Northern people for our needy Confederate soldiers, we emphasize the declaration that we repudiate any effort directly or indirectly to beg aid for them in the North.

A State Convention of Bivonne will be held on April 25 to take action in regard to the Confederate Home.

The Confederate soldiers' monument, now being placed in Confederate Circle at Mt. Olivet Cemetery, will be unveiled about May 20. Hon. W. C. P. Breckinridge, of Kentucky, will be the orator of the occasion.

A DEMOCRATIC MAJORITY OF 12,000.

Returns From Seventy-two Arkansas Counties in the Judicial Election.

LITTLE ROCK, Ark., April 12.—The State election returns from nine more counties were received today, leaving only three more to report, viz: Dasha, Newton and Searcy, which gave slight Republican majorities at the September election. Of the seventy-two counties the vote stands: Hughes, 50,947; Hemmingway, 51,674; Sandels, 52,173; Democrats, 38,999; Hill, 38,498; Mitchell, 38,498 Republicans.

Average Democratic majority, 12,000. Sandels's majority over Gregg, 13,184.

Mistook Him for a Wild Turkey.

Special Dispatch to The Appeal.

HELIXA, Ark., April 12.—Yesterday morning Mr. Gurley, ex-Sheriff of St. Francis County, and one of the most prominent citizens of Forest City, met with a very serious accident, which will cause him the loss of an arm and probably his life. He was out turkey hunting this morning, and, while in the brush, concealed partly by the grass and trees, he made a cry similar to that of a wild turkey, for the purpose of attracting the game to him. Some hunter, whose name cannot be ascertained, seeing Gurley moving among the trees and grass, mistook him for a turkey and shot him in the shoulder with a Winchester rifle. His arm will have to be amputated.

A Mad Dog Creates a Panic.

FRANKLIN, Pa., April 12.—Thursday afternoon a mad dog created a terrible excitement in Cranberry Township, and before it could be killed bit four men and a number of animals. Just as the scholars at one of the schools were enjoying their recess the dog made its appearance, followed by a number of men. A panic ensued and the scholars became frantic and took refuge in the schoolhouse and nearby trees. The dog ran into the hallway of the schoolhouse, where it was finally shot and killed. During the excitement several children were badly hurt and a number faint.

Important Bills Signed.

Special Dispatch to The Appeal.

LITTLE ROCK, Ark., April 12.—Today the Governor signed two important legislative bills, one of them to allow railroad companies to extend their lines and to build branch lines, and the other amending the act of 1881, providing for the payment of the public debt of the State of Arkansas. The fish and game bill is still on his desk, and it is probable that the Governor will veto this measure, which prohibits the exportation of fish and game by railroads from this State for the next six years.

The Reward Increased to \$3,000.

Special Dispatch to The Appeal.

LITTLE ROCK, Ark., April 12.—The standing reward of \$1,000 offered by the Republican State Central Committee for information that will lead to the arrest and conviction of the Plummerville ballot box thieves and the assassin of Col. J. M. Clayton was today increased to \$3,000. The federal grand jury investigating the election troubles in Conway County, has not reported any indictments this far, although the jury was impaneled last Monday.

A Fire at Argenta, Ark.

Special Dispatch to The Appeal.

LITTLE ROCK, Ark., April 12.—A fire in the Argenta Oil and Cotton Compress Mill tonight partially destroyed seventy-two cotton bales at an estimated damage of \$1,000. The fire was caused by lightning striking the telephone wires running along the building. The damaged cotton belonged to Miller & Co., A. P. Powell and S. O. Smith & Co., Little Rock buyers. N. T. Tillman, superintendent of the compress, was knocked senseless by the electric current.

The Wife of H. Clay Evans Injured.

Special Dispatch to The Appeal.

CHATTANOOGA, Tenn., April 12.—The wife of Congressman H. Clay Evans met with a serious accident yesterday and came near losing her life. She was driving on Carter street and her buggy was run into by a runaway beer wagon. She was thrown violently to the ground and suffered serious contusions about her face and head. She is not thought to be seriously injured.

Another Mushroom Town.

Special Dispatch to The Appeal.

BIRMINGHAM, Ala., April 12.—A number of prominent New Englanders have invested at Valley Head, Ala., \$300,000, and have gone to work to build up another new town. The location is beautiful and higher than any other town in the State, being 1,068 feet above the level of the sea. The company proposes to build furnaces, rolling mills, etc. Telford, Peabody and Co., the Boston bankers, are the heads of the syndicate.

John T. Macaulay Dead.

LOUISVILLE, Ky., April 12.—Eugene Eldrod, former Treasurer of Macaulay's Theater, and John T. Macaulay, the proprietor, for \$20,000 for defalcation of character. Eldrod charges that Macaulay had robbed Macaulay, and also had robbed his present employer.

LYING IN WAIT.

Thousands of Anxious Home-Seekers

Encamped Along the Borders of the Promised Land.

Some Show a Great Deal of Daring and Courage.

Colonies Propose to Invade the Territory Before April 22.

They Will Disregard the United States Troops and Run the Gauntlet Whether or No—The Pale-Face Displeased.

WICHITA, Kas., April 12.—Maj. Barker arrived here last night from Oklahoma, and reports that the soldiers are not equal to the task of keeping the boomers out. They slip into the country and conceal themselves so effectively in the woods that the scouts cannot find them. Every station on the Santa Fe road is guarded, and only those having permits are allowed to get off the trains. The Santa Fe has nearly completed the depot at Guthrie, and workmen are engaged on the land office building at Porell. The border is black with boomers awaiting the opening of the country. Many of them are in very destitute circumstances. The Santa Fe road people say that arrangements have been made to transport all who apply, and the Rock Island is preparing to run a line of stages from its southern terminus into the territory. Two immense rafts are being constructed here for the transportation of Hill's colony. They expect to float down the Arkansas at the recent rains have swollen the river, and they can land within seven miles of the Oklahoma border. Others have arranged for relays of fast horses, which are expected to transport them to the claims already chosen. Every south-bound train arriving here is crowded, and the wagon caravans are passing in an endless chain.

Asking Special Privileges.

CALDWELL, Kas., April 12.—The City Council has directed Mayor Riley to write Gen. Merritt, commander of Fort Leavenworth, requesting him to permit Oklahoma boomers who are camped hereabout to move across the Cherokee Strip to the northern line of Oklahoma Territory before the 22d of April. All they want, the Mayor says, is an equal chance with the crowd that will go in from the South and West by the railroads. It will take the boomers here fully three days to cross the strip, which is sixty miles wide, while those who are massed along the southern and western lines can settle on the best claims within a few hours after the President's proclamation goes into effect. The Mayor also claims that he is a great cavalryman, and his plan is to leave Caldwell in the night, slip past the troops who are guarding the bluff Creek bridges, and then make for the timber in the strip by the shortest routes. They are as well mounted as the United States cavalry, and they do not fear death.

Capt. Woodson, of the Fourth United States Cavalry, who is posted at the territory from invasion at this place, is said to favor the Mayor's plan. Thus far, however, he has rigidly enforced his orders from headquarters, and, as a result, there is not a boomer wagon within a mile and a half of the line. A few men have managed to evade the patrol, but in every instance they were overhauled and brought back. If Gen. Merritt declines to grant Mayor Riley's request, there is liable to be a good deal of trouble between some of the boomers and the troops. About a hundred of the former held a meeting in the bed of a dry creek near the Rock Island Railroad bridge this afternoon, and after great deal of discussion determined to move for Oklahoma on the night of April 18. They will leave their wagons and stock and families here to follow as soon as the military will let them move.

"We have good horses," said one of the rebels, "and we are not afraid of being caught. All we want is a fair start, and we can depend upon it that we will be in Oklahoma as soon as the city crowds that are going in on the railroads."

Bound To Be Kicks of Trouble.

MILWAUKEE, Wis., April 12.—A gentleman residing in this city has received a letter from his brother-in-law, who resides twelve miles from the Oklahoma border. The writer says that the President should have declared the Territory open the day after the issuance of the proclamation, and continues: "There was at that time in the neighborhood of Oklahoma enough waiting and anxious people to occupy its every home. Many of them were the followers of the late Capt. David L. Payne, who labored so long and zealously to accomplish what the President's proclamation does. Many of these men will be cut off and ruined now. As it is, there are men in the neighborhood of this Territory, ready to move at a moment's notice, five times the number of people necessary to settle it, and every wagon road converging toward this point from Missouri, Nebraska, Colorado, Texas, and elsewhere, is grossly over the burden of wagons. Every one is going in the direction of Oklahoma cross roads when he can. And this is merely the van of the army that is to come, notwithstanding all reason and warning. The great mass of the waiters have no desire to hang around the frontier a day or two, so they will try to be on hand just as the gate swings open. The result will be a never-ending series of petty but bloody battles, in comparison to which county seat rackets and race wars are but sham fights."

"Another element is the Western rustler, who has been through the mill—been raised, as it were, on the county seat fights and reeked upon the billows of land contests. He does not care about homesteads, but he will be there. He will be satisfied with a few of the best lots in all of the best towns, and he won't be satisfied unless he has them. He doesn't want anything that involves trouble, but if trouble comes that is just what he has been looking for and he will welcome it as an old friend. In fact, the man who is

now selling his farm or other property and picturing to himself a quiet, peaceful home in Oklahoma, is the fellow that I am writing these lines for—the man I want to wake up. I would tell him to come with the idea of staying, but with the means of returning. There is bound to be lots of trouble."

UNPARALLELED IN HISTORY.

A Hundred Thousand Applications For 10,000 Homesteads.

WASHINGTON, April 12.—The Commissioner of the General Land Office has made public the following letter as being of general interest to persons contemplating settlement in Oklahoma:

DEPARTMENT OF THE INTERIOR,
WASHINGTON, D. C., April 12, 1889.
O. M. Wilson, Arkansas City, Kas.

Sir—Your letter of the 4th inst. addressed to the honorable Attorney-General in reference to the Oklahoma lands, which are to be opened for settlement under the act of March 2, 1889, has been forwarded to this office for answer.

In reply, I have to state that the lands in question are to be disposed of to actual settlers under the homestead laws only. A party desiring to become an actual settler under the homestead laws may initiate his claim by applying to the district land office, after selecting the land desired, in which case he is allowed six months from date of entry within which to establish his actual residence on the land, or, if he so elect, he may initiate his claim by actual settlement on the land, which must consist of some act or acts connecting himself with the particular tract claimed, said act or acts to be equivalent to an announcement of such his intention, and from which the public generally may have notice of his claim. Thereafter he is allowed three months within which to make a claim of record by entry in the district land office. I enclose for your further information copies of circulars of January 1, 1889, and April 1, 1889, respectively.

S. M. STOCKSLAGER, Commissioner.

WASHINGTON, D. C., April 12, 1889.

To the Hon. J. J. Ingalls, Minister to Sweden.

Dear Sir—I have the honor to receive by reference from you and herewith return a letter addressed to you by Mr. G. T. Sommers dated at Oklahoma Station, Indian Territory, the 20th ult. In reply I have to state that the act of March 2, 1889, to which Mr. Sommers refers, provides as to the states that no one shall be permitted to enter or acquire any right to any of the Oklahoma lands, to be disposed of thereunder, who violates its provisions by entering upon and occupying the same prior to 12 o'clock noon of April 22, 1889, the date fixed in the President's proclamation of March 23, 1889, for the said lands to become open to settlement. The statute makes no exception to this provision. I am inclined to think, however, that whenever a person was already within these lands at the date of the approval of the act by proper authority, his presence there should not be regarded as a violation of this provision of the act. The primary intention to act upon applications to enter lands within the Oklahoma Territory, and Mr. Sommers may present his application for entry to them with proper proof of his allegations. Should they refuse to permit an entry, he may appeal from their action, which would bring his application and evidence before this office for its adjudication of the case. Respectfully,

S. M. STOCKSLAGER, Commissioner.

him to the door and shot him without saying a word. The weapon was a shotgun. The shot took effect in Roan's head. He cannot recover. Yesterday, Maynard was captured by the Sheriff. It is said Roan had told that Maynard had been caught attempting to steal money and jewelry from the drawers of his bureau last Sunday night.

BIG CUSTOMS FRAUDS.

U. S. Officials at Port Townsend Indicted for Wholesale Swindling.

PORTLAND, Ore., April 12.—This morning's *Oregonian* prints the following special dispatch from Port Townsend, W. T.: The United States Grand Jury has found twenty-five indictments against William Harned, Special Deputy Collector, eleven against Herbert F. Beecher, ex-Treasurer Agent, and twelve against Quincy A. Brooks, for stealing from the Government. Records and accounts have been thoroughly overhauled and presented to the Grand Jury for the first time in many years, by Government officials especially sent out from Washington by the Department to make personal investigation of the many charges preferred by the press and the public. Last January Leslie Colton, Acting Collector, and L. L. Lupton, First Auditor of the Department, commenced the investigation. Special Treasury Agent Crowley had previously partially examined the customs accounts, and dismissed Harned. The records were examined, going as far back as April. The first thing found was that vessels had been overcharged in entrance and collection, and private receipts issued. The Government receipts came out of what was called the "blue book," many of the pages being destroyed and white receipts issued instead. By this method vessels were swindled out of small sums amounting to a few dollars each, which aggregated many thousands of dollars per year. In another part of the record was found where a payer was charged in some instances many hundred dollars more than credited. An incident was cited when the British steamer *Sardony*, charged \$220, only \$320 was paid to the Government. Another vessel paid \$220 and was credited with \$100. A *Wahong* of Seattle, paid \$1,815 and was credited with \$1,041. Two thousand "blue" or Government receipts were found in a mutilated condition, concealed in various parts of the office.

The largest steal discovered was for duties paid on the cargo of the British bark *Wahong*, from the port of Seattle, which amounted to the amount of \$3,038.50 was paid, and the Government received \$5,044. The records, however, show that no money was paid during the month. One of the consignees, James Griffiths, claimed to have paid Harned the amount. Harned acknowledged appropriating money, and took a contingent account for the same. The deficiency to the Acting Collector, Colton, to make good his accounts. The Clerk of the District at Seattle holds receipts for \$1,000, and only \$373 is credited to the Government for the entire month. Harned admits getting the money, but denies that he appropriated it. He claims that the barkentine *Amelia* paid a fine of \$100, of which there is nothing to show on the records. After Harned was dismissed, over \$12,000 was found in various parts of the office, secreted under the carpets, in flower pots, pigeon holes and other places. The investigation is continuing, and the latter part of Beecher's time are also missing from the office. In addition to the other records, up to the time of Harned's dismissal last November, are also gone, making it impossible accurately to determine the amount of the duties collected. In addition to illegal fees collected, amounting to another \$10,000. All are specifically charged with extortion, removing public records and falsifying accounts. There are 628 opium stamps missing, valued at \$5 each, besides a large number of Chinese return certificates, which have been used to secure the return of the Chinese restriction act. Harned and Beecher will be arrested tomorrow and placed under \$5,000 bonds. They refuse to make any statements. Brooks is in Washington. Harned is worth \$40,000, and has many warm personal friends on Puget sound.

A Storied Freight Meeting.

CHICAGO, Ill., April 12.—There was another stormy discussion at today's meeting of the Western Freight Association, on account of the discovery of a five years' contract that the Chicago, Milwaukee & St. Paul Road had made with P. D. Armour & Co. The contract allows that firm a mileage rate of 1 cent per car per mile on its refrigerator cars, whereas the agreed rate is 1/2 of a cent. The meeting adopted a resolution requiring all of the association to submit to the chairman, as soon as possible, copies of all the contracts relative to car mileage, and to report which, if any, of such contracts contain terms or conditions calculated to affect or influence the moving of traffic.

Some of the members of the association of St. Paul express the opinion that if the contract has been in existence since December, 1887, as claimed, the officials must have known it, and they contend that it is a very thin excuse to say that it was overlooked when the present mileage rate of 1/2 cent was put into effect. They think the contract was made recently, and date back. The St. Paul people say they will exhibit the contract tomorrow.

The Chicago Election Case.

CHICAGO, Ill., April 12.—Judge Tuley today decided that by the terms of the decision of the State Supreme Court in the Hyde Park case, the suburb of Cicero also was annexed to the south and west towns of Chicago, but only in so far as the matter of assessments and collections went. Judge Tuley's decision is conceded to indicate that the point of the recent city election is technically void was well taken. No serious result, however, seems probable. Lawyer Root, who incidentally raised the city election question, said this evening that having attained his object of keeping the Cicero trustees in office he would now let the agitation drop.

Windmill Boomers Happy.

WINFIELD, Kas., April 12.—The hundreds of Oklahoma boomers camped along the Walnut River here are rejoicing at the order of Secretary Noble allowing them to drive across the Cherokee strip before the 22d. Most of them will break camp here Wednesday next to go into camp next on the border of Oklahoma. The final rush has set in and every train brings in scores of men from all parts of the country to swell here the Oklahoma opening day. The hotels and boarding-houses are full and the merchants are having a large trade in outfitting boomers. No less than 5,000 strangers are in this city waiting for the 22d.

A Brutal Assassination.

NORTH VERNON, Ind., April 12.—On Wednesday night late, Joseph Maynard went to the house of Henry Roan, called

him to the door and shot him without saying a word. The weapon was a shotgun. The shot took effect in Roan's head. He cannot recover. Yesterday, Maynard was captured by the Sheriff. It is said Roan had told that Maynard had been caught attempting to steal money and jewelry from the drawers of his bureau last Sunday night.

BIG CUSTOMS FRAUDS.

U. S. Officials at Port Townsend Indicted for Wholesale Swindling.

PORTLAND, Ore., April 12.—This morning's *Oregonian* prints the following special dispatch from Port Townsend, W. T.: The United States Grand Jury has found twenty-five indictments against William Harned, Special Deputy Collector, eleven against Herbert F. Beecher, ex-Treasurer Agent, and twelve against Quincy A. Brooks, for stealing from the Government. Records and accounts have been thoroughly overhauled and presented to the Grand Jury for the first time in many years, by Government officials especially sent out from Washington by the Department to make personal investigation of the many charges preferred by the press and the public. Last January Leslie Colton, Acting Collector, and L. L. Lupton, First Auditor of the Department, commenced the investigation. Special Treasury Agent Crowley had previously partially examined the customs accounts, and dismissed Harned. The records were examined, going as far back as April. The first thing found was that vessels had been overcharged in entrance and collection, and private receipts issued. The Government receipts came out of what was called the "blue book," many of the pages being destroyed and white receipts issued instead. By this method vessels were swindled out of small sums amounting to a few dollars each, which aggregated many thousands of dollars per year. In another part of the record was found where a payer was charged in some instances many hundred dollars more than credited. An incident was cited when the British steamer *Sardony*, charged \$220, only \$320 was paid to the Government. Another vessel paid \$220 and was credited with \$100. A *Wahong* of Seattle, paid \$1,815 and was credited with \$1,041. Two thousand "blue" or Government receipts were found in a mutilated condition, concealed in various parts of the office.

The largest steal discovered was for duties paid on the cargo of the British bark *Wahong*, from the port of Seattle, which amounted to the amount of \$3,038.50 was paid, and the Government received \$5,044. The records, however, show that no money was paid during the month. One of the consignees, James Griffiths, claimed to have paid Harned the amount. Harned acknowledged appropriating money, and took a contingent account for the same. The deficiency to the Acting Collector, Colton, to make good his accounts. The Clerk